



## JOINT TRANSPORTATION BOARD

Notice of a Meeting, to be held in the Committee Room 2 (Bad Münstereifel Room) -  
Ashford Borough Council on Tuesday, 6th June, 2023 at 7.00 pm.

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The Proposed Members of the Joint Transportation Board are:-

Cllr Michael (Chairman)  
Mr P Bartlett (Vice-Chairman)

Cllrs Feacey, Forest, Gathern, Heyes, Joseph, Meaden.

Mrs C Bell, Mr S Campkin, Mr M Hill, Mr D Robey, Mr D Ross, Mr C  
Simkins.

Mrs C Drury, Mrs A Hicks, Mr A Rogers.

**NB: Under the Council's Public Participation Scheme, members of  
the public can submit a petition, ask a question or speak concerning  
any item contained on this Agenda (Procedure Rule 9 refers)**

### Agenda

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1. **Apologies/Substitutes**

To receive Notification of Substitutes in accordance with Procedure  
Rule 1.2(c)

2. **Declarations of Interest**

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1. **Declarations of Interest:-** To declare any interests which fall ur  
following categories, as explained on the attached document:

- a) Disclosable Pecuniary Interests (DPI)
- b) Other Significant Interests (OSI)
- c) Voluntary Announcements of Other Interests

See Agenda Item 2 for further details

3. **Minutes - To approve the Minutes of the Meeting of this Board  
held on the 7th March 2023**

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29<sup>th</sup> May 2023

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## Declarations of Interest (see also “Advice to Members” below)

- (a) **Disclosable Pecuniary Interests (DPI)** under the Localism Act 2011, relating to items on this agenda. The nature as well as the existence of any such interest must be declared, and the agenda item(s) to which it relates must be stated.

A Member who declares a DPI in relation to any item will need to leave the meeting for that item (unless a relevant Dispensation has been granted).

- (b) **Other Significant Interests (OSI)** under the Kent Code of Conduct relating to items on this agenda. The nature as well as the existence of any such interest must be declared, and the agenda item(s) to which it relates must be stated.

A Member who declares an OSI in relation to any item will need to leave the meeting before the debate and vote on that item (unless a relevant Dispensation has been granted).

However, prior to leaving, the Member may address the Committee in the same way that a member of the public may do so.

- (c) **Voluntary Announcements of Other Interests** not required to be disclosed under (a) and (b), i.e. announcements made for transparency alone, such as:

- Membership of amenity societies, Town/Community/Parish Councils, residents' groups or other outside bodies that have expressed views or made representations, but the Member was not involved in compiling or making those views/representations, or
- Where a Member knows a person involved, but does not have a close association with that person, or
- Where an item would affect the well-being of a Member, relative, close associate, employer, etc. but not his/her financial position.

[Note: Where an item would be likely to affect the financial position of a Member, relative, close associate, employer, etc.; OR where an item is an application made by a Member, relative, close associate, employer, etc., there is likely to be an OSI or in some cases a DPI. ALSO, holding a committee position/office within an amenity society or other outside body, or having any involvement in compiling/making views/representations by such a body, may give rise to a perception of bias and require the Member to take no part in any motion or vote.]

### **Advice to Members on Declarations of Interest:**

- (a) Government Guidance on DPI is available in DCLG's Guide for Councillors, at [https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/5962/2193362.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/5962/2193362.pdf)
- (b) The Kent Code of Conduct was adopted by the Full Council on 19 July 2012, and a copy can be found in the Constitution alongside the Council's Good Practice Protocol for Councillors dealing with Planning Matters. See <https://www.ashford.gov.uk/media/2098/z-word5-democratic-services-constitution-2019-constitution-of-abc-may-2019-part-5.pdf>
- (c) Where a Member declares a committee position or office within, or membership of, an outside body that has expressed views or made representations, this will be taken as a statement that the Member was not involved in compiling or making them and has retained an open mind on the item(s) in question. If this is not the case, the situation must be explained.

**If any Member has any doubt about any interest which he/she may have in any item on this agenda, he/she should seek advice from the Director of Law and Governance and Monitoring Officer, or from other Solicitors in Legal and Democracy as early as possible, and in advance of the Meeting.**

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## Joint Transportation Board

Minutes of a Hybrid Meeting of the Joint Transportation Board held in Committee Room 2, Civic Centre, Tannery Lane, Ashford on the **7<sup>th</sup> March 2023**.

### **Present:**

Mr P Bartlett (Chairman) - KCC;  
Cllr B Heyes (Vice Chairman) - ABC;

Cllrs Barrett, Feacey, Meaden, C. Suddards – ABC.

In accordance with Procedure Rule 9.3, Cllr. Barrett attended as Substitute Member for Cllr. Link.

Mr S Campkin, Mr D Robey, Mr C Simkins – KCC.

Mrs C Drury, Mrs A Hicks, Mr A Rogers – KALC.

### **Apologies:**

Cllrs Cornish, T Heyes – ABC.

Mrs C Bell – KCC.

### **Also present:**

Cllr Wedgbury – ABC.

### **In Attendance:**

Safety and Wellbeing Manager; Member Services and Ombudsman Liaison Officer;  
Member Services Officer - ABC.

### **In Attendance (virtually)**

Cllrs Ledger, Wright - ABC.

Mr M Hill – KCC.

Policy and Democratic Services Assistant – ABC.

Highway Manager (Ashford); Network Manager – KCC.

## **336 Declarations of Interest**

Feacey	Made a Voluntary Announcement as he was on the Management Committee of UKLPG and Chairman of the Ashford Volunteer Centre.
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### **337 To approve the Minutes of the Meetings of this Board held on 6th September 2022 and 6th December 2022**

**Resolved:**

**That the Minutes of the Meetings of this Board held on the 6<sup>th</sup> September 2022 and 6<sup>th</sup> December 2022 be approved and confirmed as a correct record.**

### **338 Stagecoach Verbal Update**

The representative from Stagecoach was unable to attend the meeting but he provided a written update to the meeting, which was read out by the Safety and Wellbeing Manager. The details were as follows:

- Overall passenger numbers were still only at around 80% of pre-pandemic figures, with the elderly concession pass holders lagging behind at around 70%. Coupled with cost increases of c20%, the Ashford operation was still not sustainable; the current short-term government funding helped but would expire at the end of June. Stagecoach were starting now to look at what a sustainable network might look like.
- Stagecoach were participating in the national £2 maximum fare scheme which had also now been extended to the end of June.
- Local operational issues - the A2070 works had displaced traffic around the town at various times; other short term surprise roadworks had on occasion crippled the road network. The Stagecoach MD wrote a blog highlighting the difficulties faced with the explosion of street works recently and especially the attitude of utility companies and their contractors who did not always use traffic management/carry out the works as permitted by KCC. Stagecoach had seen significant anti-social behaviour, particularly in Kennington and Bridgefield. Buses had had to be withdrawn from both locations at times in order to ensure the safety of staff and customers. The failure to manage the bus gate in Beaver Road had seen widespread abuse of this illegal short cut although Stagecoach were assured that camera enforcement would be introduced here, possibly in early summer.
- Stagecoach awaited further camera enforcement at the Bridgefield - Finberry bus only link. It had not been possible to provide a service to Finberry because of this delay.
- Stagecoach noted the delay to the section 106 requirement to provide bus services at Chilmington Green and were dismayed to hear that ABC allowed the developer to block purchase parking spaces close to Ashford International on a temporary basis in lieu of the requirement to fund a bus service.

The Chairman opened up the item for discussion and the following points/questions were raised:

- In response to a question regarding the operation of the G-line bus service, the Safety and Wellbeing Manager agreed to seek clarification on the situation regarding the future of the service and potential termination date.
- A Member asked about the reduction in passenger numbers since the pandemic and the Safety and Wellbeing Manager advised that, according to Matthew Arnold's update, passenger numbers were 20% reduced.

### **339 Highway Works Programme Update**

Members noted the Update report from the KCC Highway Manager (Ashford) and the Chairman opened up the item for discussion. The following points/questions were raised:

- A Member said that he had had difficulty using the KCC website to check progress on street lighting repairs and that it was very frustrating trying to use the system. The Chairman suggested that he should write to the appropriate KCC Member and ask her to follow up on this issue. The Member also asked who was responsible for litter collection on the A28 and the Chairman advised that the Member should contact [streetscene@ashford.gov.uk](mailto:streetscene@ashford.gov.uk).
- The Chairman raised the issue of the A2070 National Highways project, which had been notable for delays, spelling mistakes and design issues. He asked Board members to authorise himself and the Vice-Chairman to contact the contractors/promoters of the scheme to ask for an explanation of delays to the project. He also asked colleagues to write to himself and the Vice-Chair to suggest points to be raised and any problems of which they were aware.
- In response to a question, the Chairman confirmed that the traffic lights would be intelligent.
- The Chairman also noted that there would be a closure of Church Road in Mersham to coincide with the beer festival in the area. He asked officers to investigate whether there could be a small delay in the road closure to avoid the festival.
- A KALC representative asked whether there could be a review of current requests for pedestrian crossings at a future meeting, and Members noted that there was an ongoing issue regarding the placement of a pedestrian crossing in Bethersden. The KCC Highway Manager (Ashford) was asked to note the comments and report back to a future meeting.
- A Member asked if frontline services were at risk due to budgetary pressures on highways. He wondered if this would have an adverse effect on the quality of the roads. The Chairman said that frontline services were not at risk and

he asked the KCC Highway Manager (Ashford) to liaise with David Brazier to give an assurance that this was not the case.

- A Member asked about the technology used to repair roads and the KCC Highway Manager (Ashford) was asked to provide a response in due course regarding the evolution of the technology used.

### **Resolved**

**That the report be received and noted.**

## **340 Parking and Waiting Restrictions Update**

Members noted the Update report and the Chairman said he was very pleased to see that 3 parking spaces had been provided in Tannery Lane.

### **Resolved**

**That the report be received and noted.**

## **341 Moving Traffic Enforcement Update**

The KCC Network Manager introduced the report and drew Members' attention to the key points. The Chairman opened up the item for discussion and the following points/questions were raised:

- In response to a number of questions, the KCC Network Manager advised that the commencement of enforcement was currently expected to take place late August when a service delivery provider would be in place. In the meantime, design works were being undertaken in preparation for enforcement to begin. With regard to Finberry, this was in the pipeline but it was necessary to provide justification for the scheme, together with evidence and documentation for any potential appeals. Preparatory design work was underway, together with legal discussions with National Highways. The KCC Network Manager explained that there was a complication with Bluebell Road Bridge over the A2070 because the bridge itself was owned by National Highways, but KCC owned the areas of land where the expansion joints were sited. It was possible for KCC to enforce either side of the bridge but not the bridge itself. This would be part of legal discussions with National Highways.
- A Member noted that on the bus service from Finberry to Bridgefield, there was a chicken and egg situation between Stagecoach and KCC regarding provision of bus service and provision of enforcement cameras. The Chairman suggested that if Stagecoach were to write to KCC and confirm that they were willing to extend the link if KCC would enforce the link, KCC might be willing to take that as evidence of sufficient demand for the service.
- A Member raised the question of allowing private hire vehicles through bus gates. It was noted that residents paid much higher fares for private hire



vehicles, which had to go round bus gates, than hackney carriages, which could use them. The KCC Network Manager said this was a contentious issue. KCC wanted to avoid any ambiguity about vehicle access through bus gates and considered that allowing private hire vehicles to use the bus gates could lead to confusion in the public's mind. He said this could be changed, if deemed appropriate, by senior management following consultation. A Member said the current arrangements could be considered discriminatory to passengers and some consideration should be given to allowing private hire vehicles through bus gates for this reason. The Chairman stressed that it was a driver decision whether to seek a licence as a hackney carriage or not, and that there were technical complications with allowing private hire vehicles access. He asked the KCC Network Manager to respond in due course to the points made by Members on why this particular approach had been taken and to identify the key decision-maker. The KCC Network Manager replied that this was the KCC Parking Manager.

### **Resolved**

**That the report be received and noted.**

## **342 Kent Bus Stops and Enforcement**

The Chairman introduced the report and opened up the item for discussion.

- Members noted that there were two particularly contentious bus stops in High Halden and Faversham Road. A Member asked whether KCC were required to consult residents on the use of bus stops and the Chairman replied that this was not the case. The Member said it would be interesting to know the criteria used by KCC to decide whether or not they would consult local residents as this was not covered in the report.
- A Member asked for it to be noted that a bus stop in High Halden was causing long queues and blocking the pub access road at peak times. He said he would provide photographs to the report author so the full extent of the problem could be seen.

## **343 Active Travel Update**

The Chairman introduced this report and said it was positive news to see that KCC were taking forward route 5, although it was not known whether this would be approved nationally.

A Member asked about electric scooters and the Safety and Wellbeing Manager explained that Canterbury City Council were undertaking a trial on behalf of the Government, and for this reason scooters were permitted in parts of the city. However, outside of trial areas, including Ashford, the use of scooters was illegal. A Member questioned whether the trial in Canterbury was in the city centre only or the whole district. The Safety and Wellbeing Manager undertook to find out more

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details. In response to further question, she said that she believed this only covered hire scooters.

### **344 Involvement in the highway aspects of planning applications**

The Chairman noted the report and opened up the item for discussion. The following points/questions were raised:

- A KALC representative said that it was essential to seek local feedback on planning applications as it was relevant to decisions taken. It was important that matters were debated fully. A Member said that he agreed with this viewpoint and that negating feedback from local residents was arrogant.
- A Member pointed out that the report stated that commercial viability was of the utmost importance to KCC and he questioned why this was not the case at Ashford. A KALC representative said commercial viability was not a material planning consideration under the National Planning Policy Framework.
- A Member raised point 1.13 and said that transport modelling was in crisis. It was non-existent or outdated. He considered that the report was whitewashing the modelling situation.
- The Chairman said he and other County Members would speak to the author of the report.

#### **Resolved**

**That the report be received and noted.**

### **345 Key dates for meetings 2023/24**

#### **Resolved**

**That the dates be received and noted.**

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## **Pedestrian Crossing Assessments**

To: **Ashford Joint Transportation Board – 6 June 2023**

By: **Tim Read, Head of Transportation, Kent County Council**

Classification: **Unrestricted**

Ward: **Ashford District**

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**Summary:** **This report provides information on the assessment of requests for pedestrian crossings.**

### **For Information**

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#### **1.0 Introduction and Background**

- 1.1 There are three main types of crossing facility, and the type chosen should be appropriate for the circumstances of the site and all road users' needs. These are:
- Uncontrolled/informal crossings – for example a pedestrian refuge island or dropped kerbs.
  - Zebra and Parallel crossings (controlled) – which give pedestrians and cyclists (as appropriate) a right of way over vehicles when on a crossing, and at which drivers must give-way, and
  - Signal-controlled crossings – which require drivers to stop at red lights, and which give users a push button to register the demand for a green signal.
- 1.2 Kent County Council (KCC) do not have a policy specifically on the provision of pedestrian crossings and every request we receive is considered on its own merits using national design guidelines and traffic regulation standards. The purpose of this report is to provide a brief outline of the main criteria considered when making feasibility assessments for the provision of new or upgraded pedestrian crossings.
- 1.3 One of the key documents providing guidance on this is the Department for Transport's Traffic Signs Manual, Chapter 6 – on Traffic Control (2019). It notes that *'Pedestrians are free to cross the road where they like and, where there are sufficient gaps in traffic and speed is reasonably low, many people are able to cross without needing a specific crossing point. However, as vehicle flow and speed increase pedestrians, particularly more vulnerable people, may find it harder to establish themselves on the carriageway and are likely to need a dedicated facility in order to feel secure enough to cross.'*
- 1.4 Each assessment will allow engineers to make informed decisions about whether a crossing is needed and if so, what type and to identify any site constraints that may prohibit a scheme being safely delivered or highlight additional adjustments that may be required. There are criteria on both the principal of a scheme as well as the physical buildability with specific design standards to be met.

## 2.0 Site Assessment

2.1 In order to fully appraise a site for suitability and crossing type we need to gather some information by carrying out site visits, undertaking traffic surveys and desktop studies. Data gathering includes:

- A site survey – to identify the local environment (including speed limit, level of roadside development, existing street furniture, lighting, trees, bus stops and parking), road geometry (bends and dips) and layout (including road and footway widths) and any site constraints that could affect forward visibility or placement of a crossing. To get a feel for traffic volumes, pedestrian, and cycle flows and to establish if there are nearby facilities or buildings likely to generate significant pedestrian and vehicle movements. For example, schools, shops, bus stops, rail stations, hospitals, seaside facilities, day-car centres, and tourist/ leisure attractions.
- A pedestrian survey – to quantify existing pedestrian demands and proportion of people with characteristics that may make it more difficult for them to cross the road. Such groups include visually and mobility impaired, children, older people and people with pushchairs.
- A traffic survey – to quantify existing traffic volumes and speed of motor traffic using the route. Zebra crossings are not suitable on roads with existing 85<sup>th</sup> percentile traffic speeds exceeding 35mph. Similarly signalised pedestrian crossings are not suitable on roads with speed limits above 50mph.
- Crash data for the area – to determine if there an existing pattern of pedestrian crashes that could be addressed by improving pedestrian crossing facilities. If a crossing is being considered because of a high number of Personal Injury Collisions (PICs) a separate investigation may be carried out to help establish the cause and identify any other remedial measures that may be necessary. It may be that other measures are needed, either instead of or in conjunction with a formal crossing. If there are no existing crashes at a location it must be borne in mind that there is a risk of introducing a new crash record where one may not have previously existed with any new road layout or facility provision.

2.2 Other factors to consider include:

- Crossing difficulty – based upon the number of gaps in the traffic flow which are acceptable to pedestrians, and the delay to pedestrians caused by having to wait for an acceptable gap.
- Average crossing time and speed - Measuring the average crossing speed for pedestrians may reveal whether there is a large number of people who may be slower, and therefore need extra time to cross. Where a signal-controlled crossing is installed, the timings may need adjusting based on these crossing speeds.
- Carriageway capacity – impact on the local network in terms of traffic delay.
- Representations – To better understand the problems being encountered and level of local community support for a facility.
- Cost and the availability of services to facilitate a new crossing facility.

2.3 Assessments are made by experienced engineers who will consider all factors in any request including need, buildability and priority against other highway measures across the county, taking into consideration availability of budgets and the County Councils key outcomes.

### **3.0 Pedestrian crossing assessment (PV<sup>2</sup>)**

- 3.1 Guidance on assessments for pedestrian crossings in the Design Manual for Roads and Bridges (DMRB) is also considered. A numerical criterion against which the requirement for a pedestrian crossing is assessed is provided by looking at the degree of conflict between pedestrians and vehicles and is determined using the PV<sup>2</sup> calculation. Data collected in the traffic surveys and pedestrian counts is used in this calculation. This requires a minimum demand number of people to cross at the suggested location as well as a minimum number of vehicles passing to determine whether it is a suitable location.
- 3.2 In the calculation, 'V' is the 2-way total hourly flow of vehicles and 'P' is the two-way total hourly flow of pedestrians crossing the road within 50m on either side of the proposed site at the busiest times. The average of the four highest hourly rates are used in the calculation.
- 3.3 An average value exceeding 10<sup>8</sup> for an undivided road (and 2 x 10<sup>8</sup> for a divided road) will meet this criterion. Where there are seasonal variations, pedestrian crossings may be considered appropriate where the requirement for provision of a facility is likely to be met for at least 4 months of the year.
- 3.4 Although the numerical calculations of the degree of conflict between pedestrians and vehicles (PV<sup>2</sup>) provide a basis for assessing the need for a pedestrian crossing, all the other factors set out above and detailed in national guidance and design standards must also be taken into account.
- 3.5 If there is insufficient evidence and/or demand for a crossing this means that the crossing will be underutilised and can cause drivers to become desensitised by its presence. This is why controlled crossings require a minimum number of people to cross at any specified location (in excess of 200 people per day) as well as a minimum number of vehicles passing to determine whether the crossing would be value for money and widely used.
- 3.6 Although pedestrians obviously feel safer crossing where there is a formal crossing point (signalised or zebra crossing), this can often cause a false sense of security and it can encourage pedestrians to be less cautious.

### **4.0 Design standards**

- 4.1 There are many design standards to be met once the principal of providing a crossing has been approved. National standards apply to provisions for consistency and ease of understanding, as well as to minimise safety risks. Specifications vary depending on the type of crossing to be provided and the speed limit of the road/ observed traffic speeds.
- 4.2 Crossing design requirements cover (but are not limited to) the following:
- The type of crossing suitable for a particular setting and characteristics – determined by posted speed limit, vehicle speeds, volume of vehicle to pedestrian flows, other nearby facilities.
  - Accessibility – links to a facility and at a facility. To include needs of visually and mobility impaired users.
  - Location – in relation to desire lines but also proximity to other highway facilities and junctions/ accesses.

- Visibility – minimum distances for forward visibility for both approaching traffic and pedestrians using the crossing need to be met.
- Width – minimum widths for adjoining footways and crossing provisions and maximum widths for carriageways need to be met.
- Road markings and controlled areas (zig-zag markings) are a requirement of controlled crossings and may be affected by nearby junctions and on street parking demands, bus stops and loading bays.
- Lighting levels at a crossing - those using it needs to be easily seen.
- Signal operation and type of detectors (for signalised crossings).

## **5.0 Financial and VAT**

5.1. None for Ashford Borough Council.

## **6.0 Legal**

6.1 None for Ashford Borough Council.

## **7.0 Corporate**

7.1 None for Ashford Borough Council

## **8.0 Recommendation(s)**

8.1 That Members note the contents of the report.

Contact Officer:	Kelly Garrett, Planning & Advice Principal Engineer, Road Safety and Active Travel, Kent County Council, 03000 418181
Reporting to:	Tim Read, Head of Transportation, Kent County Council, 03000 418181

## **9.0 Referencing**

- 9.1 Department for Transport (DfT) Traffic Signs Manual, Chapter 6: Traffic control (2019)
- 9.2 Design Manual for Roads and Bridges (DMRB) CD 143: Designing for walking, cycling and horse-riding
- 9.3 DfT Local Transport Note (LTN) 1/95: The assessment of pedestrian crossings
- 9.4 DfT LTN 2/95: The design of pedestrian crossings

To: Ashford Joint Transportation Board

By: Kent County Council – Highways & Transportation

Date: 6<sup>th</sup> June 2023

Subject: Kent Enhanced Partnership (EP) and Bus Service Improvement Plan (BSIP) Update

Classification: Information Only

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**Summary:** This report provides a progress update on Kent's Bus Enhanced Partnership (EP), Bus Service Improvement Plan (BSIP) and related funding settlement from Government.

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## 1.0 Background

- 1.1 In March 2021 Government published a new National Bus Strategy (NBS) which set out a blueprint for the improvement of all aspects of bus service provision inclusive of both service levels themselves but also extending to infrastructure, ticketing, innovation, information, vehicle, accessibility and environmental considerations.
- 1.2 At the time of publication, Government stated that £3bn would be made available to support the strategy, although this figure was subsequently adjusted to £1.2bn, reflecting its use for existing commitments and expenditure linked to the Covid-19 pandemic.
- 1.3 In order to be able to access this funding and to protect existing funding streams, the NBS placed a number of requirements on Kent County Council (KCC) and operators. By the end of October 2021, KCC had to publish a Bus Service Improvement Plan (BSIP) and by April 2022, KCC and bus operators were required to form Enhanced Partnership Agreements (EPs) governing all bus services in the area and setting out commitments on KCC and operators.
- 1.4 In response to the strategy and to align with its ambitions KCC, in conjunction with operators, submitted its BSIP at the end of October 2021, with a total funding ask of £213m over a three-year period. The submission followed a public engagement exercise and engagement with District Councils through a nominated representative. KCC also worked with operators to introduce an EP for the County which came into effect from 1<sup>st</sup> April 2022. All documents can be found at [www.kent.gov.uk/busfuture](http://www.kent.gov.uk/busfuture)

- 1.5 On 4<sup>th</sup> April 2022, shortly after introducing its EP in line with Government guidance, KCC learnt that it had received an indicative allocation of £35.1m in response to its BSIP. Whilst the allocation was significantly less than the £213m requested and would not deliver the level of ambition contained within Kent's BSIP, wider context is important which showed that, of 79 LTAs which submitted a BSIP, only 31 received any allocation.
- 1.6 There were a number of conditions attached to the indicative funding allocation, including:
- A requirement that funding was directed to particular initiative areas – namely fares and new / enhanced services for revenue spend and bus priority measures for capital spend.
  - A requirement that funding could not be used to sustain existing unviable commercial or contracted services. This point is important given wider industry pressures where a number of services had become unviable following reduced patronage, increased parts cost, driver shortages etc following the Covid- 19 pandemic.
- 1.7 Taking into account the above restrictions, KCC submitted a proposal to DfT for how the funding would be utilised in line with its BSIP. Following this engagement, no formal funding offer was received by KCC until February 2023. The delay was attributed to a wide financial review taking place across central Government.
- 1.8 In February 2023, KCC was formally offered its year one and two funding allocation, on the condition that delivery for all initiatives took place within the 23/24 financial year. KCC subsequently worked quickly with the DfT to agree a revised initiative programme which will see a range of capital and revenue initiatives delivered at a combined value of £18.9m. A formal decision was taken by the KCC Cabinet Member for Highways and Transport for the acceptance of the funding.

## **2.0 Formal Funding Allocation**

- 2.1 The formal receipt of £18.9m is a positive development for buses in Kent, and will allow the delivery of a number of key initiatives to support the industry in 23/24. It is important to note however that the use of the funding is very prescriptive and must be spent on an initiative list agreed through the award process with DfT.
- 2.2 As part of the award, the conditions attached to the indicative funding allocation (see 1.6) still apply, however KCC has negotiated some flexibility around the use of network and fares funding to help sustain services which meet certain criteria, should they be at risk following the end of Government covid support funding, anticipated to end later this calendar year.
- 2.3 A summary of initiatives is included as Appendix A.



2.4 There remains a possibility for the remainder of KCC's indicative funding allocation to be awarded this financial year, however this is subject to formal confirmation from the DfT.

### **3.0 Opportunities for Engagement**

3.1 As part of the establishment of its Enhanced Partnership Schemes, KCC has established a meeting hierarchy to ensure statutory compliance and to offer opportunities for engagement.

3.2. An Enhanced Partnership Board (EPB) is in operation which works to a formal process established by the DfT, has representation from both statutory partners (KCC and operators) and makes decisions on changes to content within Kent's EPs.

3.3 Under the EPB are Enhanced Partnership Scheme Monitoring Groups (EPSMGs) which are in operation for each EP area – East Kent, West Kent and Kent Thameside. All Districts (through a representative nominated by the District concerned) in the relevant EP area are invited to these meetings. EPSMG meetings provide an opportunity for updates on the BSIP and for raising suggestions for new / changes to commitments in Kent's EPs. The next EPSMG is anticipated to take place in early summer 2023.

3.4 KCC and operators have also committed to supporting more localised dialogue with District Councils through District Focus Groups which we have suggested that Districts might want to form. The agenda, frequency and formality of these could be for Districts to determine but they are thought of as a forum to discuss local matters affecting bus, such as planning developments, parking issues and other operational matters. KCC's understanding is that whilst Ashford Borough Council (ABC) are keen to establish a Focus Group, this has not been possible to date due to resource levels.

### **4.0 Conclusion**

4.1 This report is provided to Members for information.

#### **Contact Details:**

Kent County Council:

Dan Bruce:  
EP and Infrastructure Manager

Steve Pay  
Public Transport Planning and Operations  
Manager

Tel: 03000 418181

Email – [kccnbs@kent.gov.uk](mailto:kccnbs@kent.gov.uk)

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## **20 MPH Speed limits (including outside Towers School)**

To: **Ashford Joint Transportation Board – 6 June 2023**

By: **Tim Read, Head of Transportation, Kent County Council**

Classification: **Unrestricted**

Ward: **Ashford District**

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**Summary:** **This report provides information on 20mph speed limit assessment criteria and considerations, as well as assessment information for a 20mph speed limit on the A2042 Faversham Road, in the vicinity of the Towers school.**

### **For Information**

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#### **1.0 Introduction and Background**

1.1 The Department for Transport set guidance on the setting of local speed limits in their *Circular 01/2013 Setting Local Speed Limits*. To highlight a few of the key general principals this document specifies that:

- Speed limits should be evidence-led and self-explaining and seek to reinforce people's assessments of what is a safe speed to travel.
- Speed limits and schemes should be self-enforcing, encouraging self-compliance.
- Speed limits should be seen as a maximum rather than a target.
- The existing road environment is key to the setting of appropriate speed limits – road geometry, road function, roadside development, pedestrian/cycle activity, existing speeds, crash record.
- Speed limits should not be reliant on the Police for enforcement to achieve compliance.
- Local speed limits should not be set in isolation, but as part of a package with other measures to maintain vehicle speeds and improve road safety.
- Speed limits should not be used to attempt to solve the problem of isolated hazards.
- Speed limits should generally not be less than 600m to avoid too many changes of speed limit along a route.
- Existing mean speeds are the basis for determining local speed limits.

1.2 More specifically on 20mph speed limits and zones, the DfT supports the introduction of 20mph limits and zones where its criteria are met as these can bring about a positive effect on road safety and quality of life and health.

1.3 Such locations could include:

- Urban Streets – which are primarily residential/town/city streets where pedestrian and cycle movements are high.
- Village Streets – may be appropriate to consider 20mph in built-up village street (but 30mph should be the norm) that are primarily residential and where pedestrian and cycle movements are high.

1.4 The DfT advise that 20mph speed limits should not include roads where motor vehicle movement is the primary function (e.g. Strategic A and B Class roads). They also only recommend 20mph speed limits only be considered where existing mean speeds are already at or below 24mph.

## **2.0 KCC Policy on 20mph limits/zones**

2.1 KCC will implement 20mph schemes where:

- There is clear justification in terms of achieving casualty reduction (Casualty Reduction Programme)
- There are clear public health benefits (linked to Kents Health & Well Being Strategy)
- Schemes cannot be justified by road safety or public health benefits but are locally important (e.g. Combined Members Grant schemes).
- All schemes must however meet implementation criteria set by the DfT in Circular 01/2013 and KCC's Policy update 2019 for 20mph limits/zones.

2.2 To allow more flexibility, KCC policy allows 20mph schemes to be considered when prevailing average speeds are recorded between 24mph and 28mph. It also allows the use of more innovative and less intrusive traffic calming measures between these speeds.

2.3 Examples of innovative/less intrusive traffic calming measures can include: centre line removal; provision of bus build outs; on-road cycle facilities; hatching and edge of carriageway markings; changes to parking layouts; gateway features; and speed limit repeaters and roundels.

2.4 Successful speed limit schemes form part of a package of measures, not just a speed limit reduction in isolation. This can include engineering, education and training, driver information/ awareness and publicity. The most successful schemes have community support and public understanding of the scheme purpose.

## **3.0 20mph scheme feasibility considerations**

3.1 Before introducing a new 20mph speed limit/zone the Highway Improvements team will appraise each proposal on its own merits acknowledging that each will have a unique set of characteristics. This appraisal incorporates the guidance set by the DfT Circular 01/2013 and KCC's Policy on 20mph speed limits.

3.2 A summary of the key points for consideration include:

- Existing road environment
  - road geometry (width, sightlines, bends, junctions, accesses and safety barriers etc)
  - road function (strategic, through traffic, local access etc)
  - roadside development

- composition of road users – including pedestrian and cycle activity
  - Existing traffic speeds (mean and 85<sup>th</sup> percentile speeds)
  - Likely level of compliance (from traffic speed data)
  - Crash history and potential casualty savings
  - Public Health factors (when information is available)
  - The view from Kent Police (Kent Police will not routinely enforce 20mph limits/zones as they should be self-enforcing by design)
  - Level of community support.
- 3.3 Kent County Council will consider where the intervention is likely to address several issues e.g. reducing speeds, crashes, and improving road environment for pedestrians and cyclists. There needs to be clear evidence of local support, which outweighs opposition. All the factors affecting a road environment are of importance, not just existing average speeds. It is important to note that signs alone do not normally reduce actual speeds by much more than a couple of miles per hour.

#### **4.0 A2042 Faversham Road fronting Towers School**

- 4.1 KCC have considered the feasibility of reducing the speed limit from 30mph to 20mph on A2042 Faversham Road, in the vicinity of the Towers School. This has been deemed unfeasible.
- 4.2 The crash history has been considered for the last 3-year period we hold data for (to 31.12.2022) for Faversham Road between Trinity Road and Ulley Road. In the investigation period there has been one crash resulting in personal injury, categorised as slight. This involved a single vehicle loss of control in wet weather with possible aquaplaning noted as a contributory factor. The crash record here does not indicate a need to reduce the speed limit or justify the prioritisation of casualty reduction funds for other engineering measures.
- 4.3 Traffic surveys were carried out in January this year. Traffic volumes, speed and class were recorded 24 hours a day for 1 full 7-day week. In that week 50,937 vehicles were recorded, representing an average daily two-way traffic flow of 7,277 vehicles. The average traffic speed was 27.4mph (26.5mph northbound and 28.7mph southbound). The 85<sup>th</sup> percentile speed was recorded to be 32.4mph. The 85<sup>th</sup> percentile speed is the speed at which or below 85% of the traffic is travelling. In total 93.7% of traffic was travelling under the enforcement threshold of 35mph. The survey data shows a good level of compliance with the 30mph speed limit by the majority of motorists.
- 4.4 Based upon the existing traffic speeds, should a 20mph speed limit be introduced, by signing alone, we could only expect compliance levels of 13.9% northbound and 2.7% southbound.
- 4.5 While KCC policy allows consideration to be given to the introduction of 20mph speed limits with innovative speed reduction measures, where average prevailing speeds are recorded between 24mph and 28mph, this site is deemed unsuitable. This is due to the average recorded speeds being on the 28mph threshold and the poor likely level of compliance with a 20mph speed limit. In addition to the crash record and the speed data, we have considered the road class and function – being a strategic A-class road, the Faversham Road is not suitable for a 20mph speed limit. Kent Police would not support or enforce a 20mph speed limit here and it would not be a credible limit for such a road at all times of day.
- 4.6 Acknowledging the proximity of the school and the volume of pedestrians and cyclists, other measures have been installed here in previous years. These include,

off-road cycle facilities, signalised pedestrian crossings, a vehicle activated sign (VAS), and 'slow' road markings. The VAS displays a school warning sign with the slow down legend at the beginning and end of the school day which then switches to the 30mph speed limit roundel at other times of the day. We have also recently installed 'road narrows' warning signs on the approaches to The Gate House.

## **5.0 Financial and VAT**

5.1 None for Ashford Borough Council.

## **6.0 Legal**

6.1 None for Ashford Borough Council.

## **7.0 Corporate**

7.1 None for Ashford Borough Council

## **8.0 Recommendation(s)**

8.1 That Members note the contents of the report.

Contact Officer:	Kelly Garrett, Planning & Advice Principal Engineer, Road Safety & Active Travel Group, Kent County Council, 03000 418181
Reporting to:	Tim Read, Head of Transportation, Kent County Council, 03000 418181

## **9.0 Referencing**

9.1 Department for Transport (DfT) Circular 01/2013 Setting local speed limits.

9.2 Kent County Council 20mph Policy 2013 and 2019 review.

**To:** Ashford Joint Transportation Board  
**By:** KCC Highways and Transportation  
**Date:** 6<sup>th</sup> June 2023  
**Subject:** Highways Forward Works Programme: 2022/23 and 2023/24  
**Classification:** Information Only

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Summary: This report updates Members on the identified schemes approved for construction

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## 1. Introduction

This report provides an update and summarises schemes that have been programmed for delivery in 2022/23 and 2023/24.

In summer 2021 Kent County Council published a Highways Asset Management Plan (HAMP), which included, as Appendix C, a five-year Forward Works Programme for the years 2021/22 to 2025/26. This reflected the need to move away from annual programmes and to consider asset management activity a multi-year one.

The first part of the programme concerned the two years 2021/22 - 2022/23. Around half of the schemes included in that programme have now been delivered, and as a result we have now produced a new programme covering the years 2022/23 - 2023/24. As before, most of the sites included in this programme have already been verified by our engineers.

The second part of our programme related to years three to five of our five-year programme (2023/24 - 2025/26). This too is in need of revision to cover the years 2024/25 – 2026/27, and the work required to do this is currently in progress. As before, our new years three to five programme will be largely based on data from our asset management systems, so may be subject to more changes as the schemes are verified..

This programme is subject to regular review and may change for a number of reasons including budget allocation, contract rate changes, inflationary pressures such as material price increases, conflicting works, and to reflect our changing priorities. The programme and extent of individual sites within the programme may also be revised following engineering assessment during the design phase, and additional sites may be added or others advanced if their condition deteriorates rapidly so that we need to react in order to keep the highway in a safe and serviceable condition.

Further information about how we manage our highway infrastructure, including our county-wide five-year forward works programme, may be found on our website:

<https://www.kent.gov.uk/about-the-council/strategies-and-policies/transport-and-highways-policies/managing-highway-infrastructure>

In addition to planned maintenance of our highway assets, this report includes transportation and safety schemes, developer funded works, Combined Members Grant schemes, and planned maintenance of public rights of way.

**Road, Footway & Cycleway Renewal and Preservation Schemes – see Appendix A**

**Drainage Repairs & Improvements** – see Appendix B

**Street Lighting** – see Appendix C

**Transportation and Safety Schemes** – see Appendix D

- **Casualty Reduction Measures**
- **Externally Funded Schemes**

**Developer Funded Works** – see Appendix E

**Bridge Works** – see Appendix F

**Traffic Systems** – see Appendix G

**Combined Members Grant – Member Highway Fund** – see Appendix H

## **Conclusion**

1. This report is for Members' information.

## **Contact Officers:**

The following contact officers can be contacted on **03000 418181**

Pauline Harmer	Senior Highway Manager East Kent
Lisa Willoughby	Ashford Highway Manager
Alan Casson	Strategic Asset Manager
Earl Bourner	Drainage Asset Manager
Helen Rowe	Structures Asset Manager
Sue Kinsella	Street Light Asset Manager
Toby Butler	Traffic Operations and Technology Manager
Jamie Hare	Development Agreements Manager
Nikola Floodgate	Road Safety and Active Travel Group Manager



## **Appendix A – Road, Footway and Cycleway Renewal and Preservation Scheme**

The delivery of these schemes is weather dependent; should it prove not possible to carry out these works on the planned dates, new dates will be arranged and the residents will be informed by a letter drop to their homes.

<b>Road Asset Renewal Schemes – Contact Officer: Byron Lovell</b>			
<b>Road Name</b>	<b>Parish/Town</b>	<b>Extent of Works</b>	<b>Current Status</b>
Lower High Street	Ashford	Between North Street and Wellesley Road	Completed
Shadoxhurst Road	Woodchurch	Between Coldblow Lane Hengherst Farm	Completed
Cage Lane	Smarden	Beult Meadow to (near) junction The Whim	Programmed 14 <sup>th</sup> August 2022
A28 Ashford Road	Great Chart	Lodge Place to Bethersden Road	Programmed 3 <sup>rd</sup> August 2022
Elwick Road	Ashford	Church Road to Station Road	Programmed 17 <sup>th</sup> July 2022
Brookfield Road	Ashford	Allenfield to Cross Stile	Programmed 3 <sup>rd</sup> July 2022
A28 Simone Weil Avenue	Ashford	Between Drivers Roundabout and A28 Canterbury Road	Programmed 19 <sup>th</sup> June 2022
Bybrook Road	Ashford	Between A28 Canterbury Road and Nine Acres	Programmed 9 <sup>th</sup> August 2022
Jemmett Road	Ashford	Between Beaver Road and Musgrove	Programmed 24 <sup>th</sup> July 2022
Church Road	Mersham	Railway overbridge to Blind Lane	To be programmed in Summer Holidays
<b>Road Asset Preservation Schemes - Contact Officer: Jonathan Dean</b>			
<b>Micro Surfacing</b>			
<b>Road Name</b>	<b>Parish/Town</b>	<b>Extent of Works</b>	<b>Current Status</b>
SCHOOL ROAD	Charing	A20 to Joint OS Vision Hair Salon	Complete
FRONT ROAD	Woodchurch	From 2022 Scheme End to Bonny Cravat Public House	Complete
SHALMSFORD ROAD	Chilham	Highbank to Sunnyside Farm	Complete
THE STREET	Brabourne	Between Scotts Lane and Canterbury Road	Complete
PLUCKLEY ROAD	Bethersden	Fridd Lane to River Buelt	Complete
FINN FARM ROAD	Kingsnorth	Bond Lane to Violet Way	Complete

BULLLANE	Bethersden	Pot Kiln Lane to end of woods	Complete
THE HILL	Charing	Pett Lane to A252	Complete
HIGH HALDEN ROAD	Biddenden	Telegraph Pole to Public Footpath	Complete
<b>Surface Dressing</b>			
<b>Road Name</b>	<b>Parish/Town</b>	<b>Extent of Works</b>	<b>Current Status</b>
FRITH ROAD	Aldington	Ashford Road to Priory Road	Programmed for July 2023
BETHERSDEN (ASHFORD) ROAD	Bethersden	Old Surrenden Manor Road to Forge Hill	Programmed for July 2023
PARK LANE	Bethersden	Whole Road (Daniels Water)	Programmed for July 2023
HINXHILL ROAD FROM J/W GOODCHEAP LANE	WYE WITH HINXHILL	Goodcheap Lane to Spelders Hill	Programmed for July 2023
MILITARY ROAD	APPLEDORE	The Street to Kent Boundary (Kent Ditch)	Programmed for July 2023
FLOOD STREET	MERSHAM	Chequer Tree Farm Road to Red Pad near Blind Lane	Programmed for July 2023
CANTERBURY ROAD	CHARING	Squids Gate Lane to 30mph Speed Limit	Programmed for July 2023
APPLEDORE ROAD/WOODCHURCH ROAD/BENCH HILL	WOODCHURCH	From Bench Hill Cottage to Beech Tree Farm	Programmed for July 2023
SMARDEN BELL ROAD	Smarden	Burnt Ash Lane to A274	Programmed for July 2023
BRAMBLE LANE	WYE	Harville Road to Canterbury Road	Programmed for July 2023
<b>Retread (recycling and re-laying the existing surface material before applying a surface treatment)</b>			
<b>Road Name</b>	<b>Parish/Town</b>	<b>Extent of Works</b>	<b>Current Status</b>
POUND LANE	Wittersham	Whole Road	To be Programmed
MAYSHAVES	Bethersden	Whole Road	Provisionally planned for June / July 2023
POUND LANE	Brabourne	Granary Court Road to Canterbury Road	Provisionally planned for June / July 2023
<b>Footway/Cycleway Asset Renewal &amp; Preservation Schemes - Contact Officer: Neil Tree</b>			
<b>Road Name</b>	<b>Parish/Town</b>	<b>Extent of Works</b>	<b>Current Status</b>

Okehampton Close	Kennington	<u>Footway Protection Treatment</u> Entire Extents	Designed and to be Programmed
Tritton Fields (Incl. Tritton Close)	Kennington	<u>Footway Protection Treatment</u> Entire Extents	Designed and to be Programmed
Marlborough Way	Kennington	<u>Footway Protection Treatment</u> Entire Extents	Designed and to be Programmed
St Mary's Green	Kennington	<u>Footway Protection Treatment</u> Entire Extents	Designed and to be Programmed

#### **Appendix B – Drainage Repairs & Improvements**

<b>Drainage Repairs &amp; Improvements - <i>Contact Officer Earl Bourner</i></b>			
<b>Road Name</b>	<b>Parish</b>	<b>Description of Works</b>	<b>Current Status</b>
Church Hill	Bethersden	Specialist consultant review of existing culvert capacity and options for providing additional capacity of culverts at site. Review completed and LLFA leading on additional catchment assessments as well as s.19 flooding investigation.	Detailed design handed over to consultant with a view to works next summer (subject to design completion and approvals with EA being granted).
Harville Road	Wye	Highway Drainage and Culverts CCTV condition surveys to investigate any highway drainage works necessary to help reduce risk of highway and property flooding. Working with local community to resolve issues with joint working.	Works Completed

Pested Lane junction with A251 Faversham Rd	Challock	Carriageway flooding issue adjacent to Barnfield. Blocked possibly damaged pipe to soakaway in garden.	Works Completed, site requires further monitoring.
Spelders Hill Brook	Brook	Replacement of damaged highway drainage pipe and installing new drainage	Works Completed
Cranbrook road Biddenden	Biddenden	Replace collapsed culvert and repair gullies	Works Completed
Cranbrook Road Biddenden	Biddenden	Install kerbs and repair 300mm pipe work	Works Completed
The Dene	Bethersden	Replacement of 10m of collapsed pipe	Works Completed
Shoreham Lane	Tenterden	Replacement of damaged drainage pipe	Works Completed
Warehorne Road	Hamstreet	Replacement of damaged drainage pipe	Works Completed
Lower Road	Woodchurch	Repairs to highway drainage including replacement of side entry gullies, renewal of manhole covers and replacement of 10m of damaged drainage pipe	Works Completed
Sole Street	Crundale	Desilting of pond to remedy flooding issues	Works Completed
Blackwall Road	Wye	Renewal of 450mm diameter culvert pipe and clear ditch either side of outlet	Works Completed

Oak Grove Lane	High Halden	Repair of existing drainage system including installation of two new gullies	Works Completed
Canterbury Road	Boughton Aluph	Renewal of 8m length of damaged drainage pipe	Works Programmed 30 <sup>th</sup> May 2023
Charing Heath Road	Broadway, Charing	Renewal of existing gullies and concrete aprons and repairs to existing drainage pipework	Works Programmed 12 <sup>th</sup> June 2023

### **Appendix C – Street Lighting**

Structural testing of KCC owned streetlights has identified the following as requiring replacement. A status of complete identifies that the column replacement has been carried out. Programme dates are identified for those still requiring replacement.

<b>Street Lighting Column Replacement – Contact Officer: Sue Kinsella</b>			
<b>Road Name</b>	<b>Location</b>	<b>Description of Works</b>	<b>Current Status</b>
Hythe road	North Willesborough	Replacement of 1 no street light	Completed
Chart road	Ashford	Replacement of 1 no street light	Completed
Northdown	Ashford	Replacement of 1 no street light	Works programmed for completion by end June 2023
Henwood	Ashford	Replacement of 1 no street light	Works programmed for completion by end June 2023
Maidstone Road	Ashford	Replacement of 1 no street light	Works programmed for completion by end June 2023

## Appendix D – Transportation and Safety Schemes

### Casualty Reduction Measures

The Schemes Planning & Delivery team is implementing schemes within Ashford District, in order to meet Kent County Council's strategic targets (for example, addressing traffic congestion or improving road safety). Casualty reduction measures have been identified to address a known history of personal injury crashes. Current status correct as of 17.05.23

<b>Local Transport Plan Funded Schemes</b>		
<b>Road Name</b>	<b>Description of Works</b>	<b>Current Status</b>
<b>Casualty reduction measures (reactive) – Ashford</b>		
2122-CRM-AS-0001  Somerset Road junction with North Street Ashford	New traffic signs, road markings and pedestrian guard rail.	Pedestrian guardrail complete. Expected completion date for remaining works 31/05/2023
2122-CRM-AS-0001  Somerset Road junction with Mace Lane Ashford	Signing improvements.	To be delivered with scheme above (Somerset Road/ North Street). Expected completion date 31/05/2023
22-AS-CRM-224 A28/ A292 Drivers Roundabout Ashford	Improved lining on circulatory between A292 Maidstone Road and A28 Templer Way & improved signing on A292 Maidstone Road approach to roundabout.	Scheme handed over to contractor – Expected completion date 31/05/2023
<b>LTP Schemes Ashford</b>		
2122-LTP-AS-0001 Somerset Road junction Forge Lane Ashford	Provision of formal pedestrian crossing facilities within existing traffic signal-controlled junction.	Works completed
2021-CMG-AS-0002  Bybrook Road, Kennington	Bybrook Road, The Pasture & adjoining roads – 20mph zone.	Scheme deferred to Feb Half term due to other emergency roadworks taking precedence. Part complete
Roman Road and Calleywell	DDA access improvements	The dropped kerb crossing on Goldwell Lane is estimated to be

Road, Aldington		<p>started on 05/06/2023.</p> <p>The Calleywell Lane junction is to be programmed.</p> <p>The Roman Road dropped kerb is currently being discussed with Southern Water due to a manhole cover needing to be relocated to allow the works to go ahead</p>
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### **Externally Funded Schemes**

The Schemes Planning & Delivery team is implementing schemes within Ashford District funded by external corporations whilst still meeting Kent County Council's strategic targets with the road network.

<b>Externally Funded Schemes</b>			
<b>Road Name</b>	<b>Description of Works</b>	<b>Source of Funding</b>	<b>Current Status</b>
23-AS-PAR-733 Golden Square, Tenterden	New one way Traffic management system & 20MPH speed limit	Tenterden Town Council	TRO is currently out for consultation- 12/05/2023- 05/06/2023

## Appendix E – Developer Funded Works

<b>Developer Funded Works (Section 278 Agreement Works) – Contact Officer Jamie Hare</b>				
<b>Scheme Name</b>	<b>Mastergov File Ref</b>	<b>Parish</b>	<b>Description of Works</b>	<b>Current Status</b>
Court Lodge Road	AS003477	Appledore	Accesses to houses and public carpark	Works complete and in maintenance period
Dover Place	AS003051	Ashford	Amendments to junction and works to the footway	Works complete and in maintenance period
Repton Park	AS003074	Ashford	Road N6 tie-in with Ordinance Way	Technical audit stage - layout agreed, waiting for Southern Water Vesting and lighting
Kimberley Way Roundabout, Ashford Designer Outlet	AS003093	Ashford	Amendments to the existing roundabout to increase capacity	Works complete and in maintenance period
Newtown Road, Designer Outlet	AS003143	Ashford	New traffic signals	Works complete and in maintenance period
Willesborough Road	AS003149	Ashford	New access to Conningbrook Development	Adopted
Austin Road	AS003157	Ashford	New junction and vehicle crossovers	Works complete and in maintenance period
Victoria Crescent	AS003165	Ashford	New vehicle access and footway works	Maintenance period complete; remedial works required
Leacon Road	AS003166	Ashford	New vehicle access and bus stops	Agreement signed, works under construction
Jemmett Road	AS003179	Ashford	2 new junctions and footway	Works complete and in maintenance period
Victoria Road	AS003180	Ashford	2 new accesses and footway works in George Street	Works complete, snagging required
Hinxhill Park, Hythe Road	AS003238	Ashford	New signalised junction	Agreements signed - Works completed.
Spindlewood to Repton Park	AS003281	Ashford	Short length of link Road	Works complete and in maintenance period



Abbey Way Willesborough	AS003415	Ashford	Carriageway ramp	Technical Acceptance issued; Agreement not yet signed
Newtown Road Development	AS003446	Ashford	New access near railway bridge	Agreement signed, works under construction
Conningbrook Park Phase 1	AS003452	Ashford	Two new accesses to development from A2070	Technical Acceptance issued; Agreement not yet signed
Simone weil junction with A28	AS003454	Ashford	Junction improvement	In technical audit stage
William Harvey Hospital Roundabout	AS003455	Ashford	A2070 to be widened for 2 lane approaches	Technical Acceptance issued; Agreement not yet signed
Conningbrook Park Phase 2	AS003456	Ashford	Provision of footway over railway bridge	In technical audit stage
Halstow Way	AS003461	Ashford	Provision of access to housing development	Works complete. In maintenance period
The Long Barrow	AS003463	Ashford	Provision of access to commercial development	In technical audit stage
The Long Barrow/ Monument Way	AS003464	Ashford	Provision of 2 accesses to commercial development	Works complete and in maintenance period
Elwick Road	AS003469	Ashford	Provision of access to housing development	In technical audit stage
Tank Roundabout, Chart Road	AS003478	Ashford	New McDonalds Restaurant + amendment to roundabout	Technical Acceptance issued; Agreement not yet signed
Orchard Farm, Canterbury Road	AS003484	Ashford	Access to 30 house development + A28 realignment	In technical audit stage
Hall Avenue, Orbital Park	AS003486	Ashford	HGV Access	Agreement signed, works under construction
Victoria Road	AS003503	Ashford	Access to carpark at Powergen redevelopment	In technical audit stage
A28 Chart Road	AS003504	Ashford	Toucan Crossing near new McDonalds	Technical Acceptance issued; Agreement not yet signed

Newtown Road	AS003505	Ashford	HGV Access to old railway sheds	In technical audit stage
Church Hill	AS003397	Bethersden	Two new entrances to new development	Remedial works agreed, programme awaited
Little Oak Farm A28	AS003502	Bethersden	HGV access to farm	Technical Acceptance issued; Agreement not yet signed
Maidstone Road	AS003168	Charing	New access to housing estate	Works complete, snagging works required
Swan Hotel	AS003395	Charing	A20 widening and new access	Technical Acceptance issued; Agreement not yet signed
Charing Lodge	AS003453	Charing	New access to 5 house development	Adopted
Ashford Road	AS003049	Chilham	Bagham Place access and pedestrian crossing	Maintenance period complete; remedials required
Bowerland Lane	AS003430	Chilham	Resurfacing	Technical Acceptance issued; Agreement not yet signed
A28 Chart Road, Brunswick Road	AS002081	Godinton	Rearrange junction alignment	Works complete, snagging works required
Pluckley Road	AS003506	Charing	Footway and pedestrian crossing	In technical audit stage
New Road	AS003507	Egerton	New access to 15 house development + footway and pedestrian crossing	In technical audit stage
Mock Lane and Coulter Road	AS003169	Great Chart	Laybys for gas delivery	In technical audit stage
Chilmington Bartlets Lane	AS003424	Great Chart	Passing bays and accesses	T. A. issued; Agreement not yet signed; works partially complete
Chilmington Green Road	AS003450	Great Chart	Two new accesses to sewage pumping station	Agreement signed, works under construction
Green Lane Chilmington	AS003457	Great Chart	Two accesses to new school	T. A. issued; Agreement not yet signed; works partially complete

Chilmington Green Lane - Parritt Land	AS003461	Great Chart	Access to housing development	Agreement signed, works under construction
Chilmington, Pig & Whistle	AS003466	Great Chart	Access to housing development	Agreement signed, works under construction
Chilmington Access C	AS003467	Great Chart	New roundabout on the A28	Technical Acceptance issued; Agreement not yet signed
Chilmington Secondary School	AS003485	Great Chart	Temporary construction access from Chilmington Green Road	Agreement signed, works under construction
Chilmington Secondary School	AS003492	Great Chart	Temporary construction access from A28	Agreement signed, works under construction
Chilmington Secondary School	AS003493	Great Chart	Footway and vehicular accesses to school	Technical Acceptance issued; Agreement not yet signed
Chilmington Green Road junction with The Avenue	AS003500	Great Chart	New junction and Toucan Crossing	Technical Acceptance issued; Agreement not yet signed
Former Golf Course Bears Lane	AS003473	Great Chart	Access to housing development	Agreement signed, works under construction
Warehorne Road	AS003451	Hamstreet	Access to housing development plus traffic signals and footway	Agreement signed, works under construction
Ashford Road	AS003475	Hamstreet	Access to housing development school parking and puffin crossing	Agreement signed, works under construction
Ransley Oast	AS003423	High Halden	Bellmouth and zebra crossing	Works complete and in maintenance period
Hopes Grove	AS003472	High Halden	Bellmouth and footway on A28	Agreement signed, works under construction
Watery Lane	AS003150	Hothfield	Re-surfacing to Tarmac plant access road	Works complete; in maintenance period, remedials required
Houchin Field	AS003070	Kennington	Access	In technical audit stage

Blind Lane	AS003476	Mersham	Bellmouth	Agreement signed, works under construction
Rutledge Avenue	AS003325	Park Farm	Temporary vehicle access	Works complete and in maintenance period
Brockmans Lane	AS003383	Park Farm	New vehicle access to spine road	Works complete; snagging works required
Secondary Access - Cheeseman Green	AS003437	Park Farm	New vehicle access to housing development	Works complete; snagging works required
Primary Access - Finn Farm Road	AS003440	Park Farm	New vehicle access to spine road	Technical Acceptance issued; Agreement not yet signed
Finn Farm Road footway/cycleway	AS003443	Park Farm	Footway link over bridge	Technical Acceptance issued; Agreement not yet signed
Violet Way	AS003471	Park Farm	Pedestrian Crossing	Technical Acceptance issued; Agreement not yet signed
Station Road	AS003160	Pluckley	New vehicle access	Works complete; snagging works required
A2070/Finberry Park junction	AS003154	Sevington	Junction improvement	Works underway under agreement with National highways
Woodchurch Road	AS003171	Shadoxhurst	New access to houses behind the Kings Head	Adopted
The Street	AS003219	Smarden	2 new accesses and drainage	Works completed; snagging works required
Tenterden Site #1	AS002080	Tenterden	Small Hythe Road, Tenterden. New housing development	Works complete; in maintenance period
Tilden Gill	AS003215	Tenterden	Junction realignment	Works complete; in maintenance period
Tilden Gill Roundabout	AS003230	Tenterden	New roundabout	Works complete; in maintenance period
Church View	AS003299	Tenterden	Replace roundabout with turning head	Works complete; in maintenance period

Sicklefield	AS003458	Tenterden	New access to development	Works completed; snagging works required
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**Appendix F – Bridge Works**

<b>Bridge Works – Contact Officer Helen Rowe</b>			
<b>Road Name</b>	<b>Parish</b>	<b>Description of Works</b>	<b>Current Status</b>
Front Road	Woodchurch	Stone Bridge (196) – Structural lining	In Design. Delivery in 2023.
Frogmore Lane	Bonnington	Refurbishment of Bonnington culvert (388)	Optioneering

## **Appendix G – Traffic Systems**

There is a programme of scheduled maintenance to refurbish life expired traffic signal equipment across the county based upon age and fault history. The delivery of these schemes is dependent upon school terms and holiday periods; local residents, businesses and schools will be informed verbally and by a letter drop of the exact dates when known.

<b>Traffic Systems - Contact Officer: Toby Butler</b>		
<b>Location</b>	<b>Description of Works</b>	<b>Current Status</b>
A28 High Street / Recreation Ground Road, Tenterden (13-0672)	Upgrade of existing signal junction	Not yet programmed
A292 New Street / Somerset Road, Ashford (13-1034)	Modification of existing traffic signal junction to add pedestrian facilities	Completed March 2023

## **Appendix H - Combined Members Grant programme update**

### **Member Highway Fund programme update for the Ashford District**

The following schemes are those, which have been approved for funding by both the relevant Member and by Haroona Chughtai, Director of Highways and Transportation. The list only includes schemes, which are

- in design
- at consultation stage
- about to be programmed
- recently completed on site.

The list is up to date as of 17.05.23

The details given below are for highway projects only. This report does not detail

- contributions Members have made to other groups such as parish councils
- highway studies
- traffic/ non-motorised user surveys funded by Members.

More information on the schemes listed below can be found by contacting the Highway Manager for the Ashford District, Lisa Willoughby.

**[Paul Bartlett]**

<b>Details of Scheme</b>	<b>Status</b>
Bybrook Road, The Pasture & adjoining roads – 20mph zone. CMG Contribution.	Scheme deferred to Feb Half term due to other emergency

	roadworks taking precedence. Part complete
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**[David Robey]**

<b>Details of Scheme</b>	<b>Status</b>
22-AS-CMG-693 Stubbs Cross Village Sign- New village sign to be installed on existing post on Chilmington Green / Magpie Hall Road.	Works handed over to contractor to be installed by the end of June 2023



Legal Implications

1.1.1 Not applicable.

**1.2 Financial and Value for Money Considerations**

1.2.1 Not applicable.

**1.3 Risk Assessment**

1.3.1 Not applicable.

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**Contacts: [Senior Highway Manager] / [Highway Manager] 03000 418181**

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# Agenda Item 10



**Agenda Item No:**

**Report To:** Joint Transportation Board

**Date:** 6<sup>th</sup> June 2023

**Report Title:** Parking Update and Waiting Restrictions Update

**Report Author:** Kieron Leader, Technical & Transport Officer (Parking, Highways and Transportation)

<b>Summary:</b>	<b>This report provides an update on schemes that are currently being progressed by the Ashford Borough Council's, Parking, Highways and Transportation Team.</b>
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**Key Decision:** No

**Affected Wards:** All

**Recommendations:** That the contents of the report be noted.

**Contacts:** Kieron Leader via [engineering@ashford.gov.uk](mailto:engineering@ashford.gov.uk) – Tel: (01233) 330414

## **Agenda Item No.**

### **Introduction and background**

1. This report provides an update of schemes that are currently being managed and progressed by the Parking, Highways, and Transportation team.

### **Updates**

2. Technical and Transport Officer (TTO) position is again vacant, with an opening for a secondment for six months for temporary replacement whilst a more permanent solution is sought.
- 3.
4. Team Leader is currently on extended leave.

### **ParkMap (Map-Based Traffic Regulation Order)-**

5. ParkMap software became operational on 19<sup>th</sup> May 2023, after lengthy liaison between Kent County Council and Ashford Borough Council officers. Parkmap now shows all restrictions relating to moving traffic and parking in one system. Kent County Council manages the service.
6. Current parking and waiting restrictions can be viewed online by all via the 'Traffweb' site-

<https://kent.traffweb.app/traffweb/1/TrafficOrders>.

The Map-Based Traffic Regulation Order is a very valuable resource, helping residents and officers to identify the extent and nature of restrictions across the borough.

### **Reports**

#### **7. Henwood Car Park**

This car park closed for use as a car park from 1<sup>st</sup> April 2023 as planned. This is due to be transformed into a net zero housing project.

#### **8. Park Mall Loading Area**

This area was previously managed as part of the overall management of the Park Mall site, but now requires civil enforcement. Without enforcement, the use as a loading area can be compromised. It is likely that standalone Parking Places Order for this Off-street loading area will be introduced, to allow for civil enforcement to take place in this area as swiftly as possible.

### **Road Markings**

9. A new schedule of outstanding lining work is due to be completed over 7-9 June 2023
10. A combined schedule of outstanding lining work was completed in February/March 2023

11. The Transport and Technical officer is now in place. Normal functions, such as Disabled Persons Parking Bay applications, are proceeding, with a view to reduce any backlog.

### **Tannery Lane (Amendment 2)**

12. Progress on this project has required the implementation of the new Parkmap software, as already discussed, which is now in place. This will form
13. The new bays proposed for this location will allow a maximum stay (and no return period) for all motorists, to optimise turnover of their use.

### **Parking Liaison Meeting**

14. A liaison meeting with the KCC Parking and Enforcement Manager took place on 9<sup>th</sup> March 2023. Many locations were discussed, relating to areas brought to our attention.

Road safety changes are the responsibility of the highway authority (i.e. Kent County Council), but priority is given to those areas where evidence shows road traffic collisions resulting in personal injury are occurring, and where an engineering solution may reduce their number or severity.

None of the locations reported met the safety criteria expected by Kent County Council.

Apart from those situations already assigned to KCC, the borough has assisted the highway authority in the provision of parking and waiting restrictions, which has formed the main part of these Parking Liaison Meetings.

However, given the possible limitless nature of such locations, help will be restricted to locations where frustration is confirmed to refuse collection vehicles (RCV) or public transport. RCVs are the largest vehicle type normally required to pass along residential streets. Issues presented to such vehicles would indicate similar access problems would affect emergency vehicles.

Such assistance on the part of the Borough Council has relied on the resource available. As expertise is limited, and likely to remain so, this current assistance should be revisited.

### **Future position on Road Safety measures and Ashford Borough Council- arising from Liaison Meeting**

15. As mentioned above, Ashford Borough Council has consistently had a role in helping the highway authority bring about new safety related Traffic Regulation Orders (TROs) e.g. installation of yellow lines.

Ashford, as with most district authorities, took on some responsibility for investigation, introduction and management of road safety restrictions under a verbal agreement.

It is important to note that these amendments would not be those that meet the safety criteria set by KCC. Any amendments that arise from proven safety concerns (or arising from new development) would still be undertaken by KCC as a normal part of their role as highway authority.

However, under the current Parking Agency Agreements between the twelve local authorities and KCC (in place since 1999) district authorities were only responsible for the introduction of new waiting restrictions when they formed part of a new parking scheme (for example a new residential parking zone or other limited waiting scheme).

In light of both the statutory role held by KCC in relation to safety related TROs and the current lack of experienced resource at Borough level, it would seem prudent that the role of the borough council be limited in this area to the role expected of it under the Parking Agency Agreement.

Kent County Council follows a data and research evidence led approach in order to direct resources intelligently to achieve the highest casualty reduction outcomes, prioritised towards locations that have recorded a history of road traffic injuries.

Kent County Council applies this method to identify sites with the highest number of crashes and/or crashes of a similar nature, which may indicate a problem related to the road or driver behaviour. This approach looks to make changes to the road environment and influence driver behaviour to prevent collisions continuing to occur at these sites.

Given the current and likely future level of resource in this area, Ashford Borough Council officers will no longer seek to help implement road safety Traffic Regulation Orders.

Parish and Community Councils already are expected to work with Kent County Council to produce Highway Improvement Plans (HIPs). New restrictions would be proposed within the HIP, along with any other highway improvements. By putting all highway-related matters within one document, an area is better served than through piecemeal changes of the sort that currently can occur. This HIP process should be utilised moving forward. An example can be found at . As such, any involvement by Ashford Borough Council comes on top of the normal processes and could lead to confusion and delays. Any local request for safety changes that do not already meet the safety threshold should therefore form part of a HIP.

An example of a HIP for the Kent East region is attached below



HIP Template East -  
June 2022.docx

If parishes do not pursue the HIP process then this would tend to indicate that the desire for such changes to the highway did not even have local support.

Even with the existence of a HIP, there is little likelihood that most junctions of turning heads would become subject to civil restrictions- there is no limit to the number of such locations.

If new development outlines new restrictions as part of the planning process, or if a genuine safety issue arises based on the data already collected by the highway authority, then Kent County Council are already acting and this will remain, with civil enforcement thereafter undertaken by our officers.

In areas which are not served by a Parish or Community Council, we should only bring in new safety restrictions as part of a wider scheme, as was the intent of the original Parking Agency Agreement. Such schemes (permit zones or similar) would likely result from widespread expressions of local support at the outset, such as the submission of a petition.

As such, the borough council is not changing its role, or its responsibilities, but avoiding duplication of resource in those areas for which it has not a primary or statutory role.

## **Electric Vehicle Charge Point (EVCP) update-**

16. Delays to the roll out of the project have largely been due to difficulties in arranging the installation of the meters necessary for supply. Regular contact between council officers and suppliers has been ongoing to try to seek ways to speed up this process.

### **17. Civic Centre Car Park, Ashford**

This car park now hosts NINE EV charging bays- fully operational since March 2023.

### **18. Station Road Car Park, Tenterden**

This car park now hosts FOUR EV charging bays- operational since May 2023.

### **18. Other locations**

- Station Road Car Park, Ashford (6x chargers). Chargers installed and await meter install
- Elwick Place Car Park, Ashford (6x chargers). Groundworks
- Vicarage Lane Car Park, Ashford (6x chargers). Chargers installed and await meter install
- Victoria Road Car Park, Ashford (6x chargers). Chargers installed and await meter install
- Tenterden Leisure Centre Car Park, Tenterden. (6x chargers) Location of chargers agreed- chasing next steps.

## **Recommendation**

19. The report be noted.

Contact: Kieron Leader (01233 330414)  
Email: [engineering@ashford.gov.uk](mailto:engineering@ashford.gov.uk)

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## **HGV Enforcement and Clamping Update**

**To: Joint Transportation Board**

**By: Catherine Darlington - Civil Enforcement Team Leader,  
Safety & Wellbeing Service**

**Date: 6 June 2023**

**Classification: For information**

**Ward: Across the Borough – Various**

### **Summary:**

Kent suffers from issues because of HGVs parking in unsuitable locations. This causes danger, distress to residents and results in environmental waste in many locations. The Ashford clamping trial was a joint initiative between Kent County Council (KCC), Ashford Borough Council (ABC) and the Department for Transport (DfT).

The experimental HGV clamping trial operated between 30 October 2017 and 30 April 2019. It was extremely successful in reducing the number of HGVs parking in inappropriate locations within the Ashford borough. During the 18-month trial 2754 HGVs were clamped. The number of HGVs parked in Ashford borough reduced by 61% with little displacement to neighbouring districts. The trial allowed first-time clamping of vehicles that contravene restrictions.

The Permanent Traffic Regulation Order commenced in September 2019. This is part of a zonal parking ban that operates between 8pm and 7am and covers the A20 between Charing and Ashford, the Orbital Park, Sevington, Ellingham & Wotton Industrial Estates.

### **Background:**

1. Ashford Borough Council (ABC) with Department for Transport (DfT) and Kent County Council (KCC) ran an 18-month lorry clamping trial (end date 30/04/2019) along part of the A20 and in 4 industrial estates in Ashford. DfT gave permission for ABC to a) clamp on issue of the first PCN and b) charge an increased clamp release fee of £150.
2. Following the successful conclusion of the trial, the Traffic Regulation Order (TRO) was made permanent by KCC. Therefore, ABC continued to enforce the TRO and the continuance of clamping HGVs parked in contravention of an overnight waiting ban.

3. From the 1 January 2021 – The DfT gave KCC the same powers to run a trial across parts of Kent. ABC, therefore, suspended the TRO and passed enforcement to them. A request to extend this was refused at the end of June. KCC immediately stopped enforcement but the DfT confirmed ABC could revert to back to our TRO enforcing with clamping in the previously agreed areas.

### **Current Position & Summary**

4. On 1 September 2022 a 12-month trial commenced with the current contractor London Parking Solutions issuing the PCN and clamping the vehicle.
5. This allows enforcement to be done on different nights which was not possible with a small CEO team. The clamping company have the availability and flexibility to enforce on a variety of nights to ensure drivers are not aware when enforcement is taking place and no patterns occur.
6. No CEOs need to attend, this gives more availability for daytime priorities under the Traffic Management Act which is ensuring the free flow of traffic. This was being impacted while carrying out overnight enforcement.
7. All appeals are dealt with internally by our own parking officers.
8. To date, 18 May 2022 a total of 1010 have been clamped since 1 September 2022 across the five locations within the scheme. (739 between 1 September to 31 December 2022 and 272 sine 1 January 2023).
9. Between September & December 2022 there has been four appeals against the penalty charge notices issued to HGV's in contravention. All appeals have been rejected. One has been taken to the next stage, Traffic Penalty Tribunal (TPT). ABC were successful with this case.
10. Since January 2023 there has been five appeals against penalty charge notices issued, three have been rejected and two cancelled on evidence provided that vehicles had broken down.
11. There has been four police reported incidents where the clamps have been cut off and the vehicles left without payment in 2022 and one reported in 2023.
12. The Ashford Truck Stop reports that they continue to have near to full capacity most nights.
13. Displacement parking of HGV's into other Industrial estates & locations continues to be monitored, the numbers are comparable to before the commencement of the trial.
14. Operational changes at the Inland Border Facility (IBF) will be monitored to identify any impact on numbers parking elsewhere.

*Catherine Darlington – Civil Enforcement Officer Team Leader*  
[catherine.darlington@ashford.gov.uk](mailto:catherine.darlington@ashford.gov.uk)  
*Reporting to Alison Oates, Safety & Wellbeing Manager*

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**Sent:** 12 May 2023 16:44

**To:** Paul Bartlett - MEM <[Paul.Bartlett@kent.gov.uk](mailto:Paul.Bartlett@kent.gov.uk)>

**Subject:** FW: Ashford JTB 7th March 2023 - Officer & Highways Cabinet Member comment requested

[Sent on behalf of David Brazier](#)

Dear Paul,

I understand that at the Ashford Joint Transportation Board meeting on 7 March you sought confirmation that frontline highway maintenance services were not at risk given current budget pressures. I'd like to first reassure you that our approach to inspecting the highway to address safety critical defects and therefore meet our legal duties under the Highways Act remains in place.

Our approach to highways maintenance is set out in our [Highways Asset Management Plan](#) for 2021/22 to 2025/26 (HAMP), which KCC formally adopted and published in July 2021. Amongst other things, it set out what the then current level of funding would buy over that period in terms of future highway condition, the services we do and do not provide and an analysis of risk. The approach outlined in that plan, and a higher level of investment than before, meant that we could carefully target and prioritise resource, but ultimately we were not even then able to fund steady state condition. Our highways can thus be said to be in a state of managed decline.

A lot has changed since we published the HAMP document. Firstly, the Department for Transport reduced the amount of capital grant for highway maintenance by £9m. Secondly, the construction and highway maintenance sectors have experienced hyper-inflation in the last year or so. For example, steel prices have increased by 55-50%, road resurfacing prices have increased by nearly 30%, and the cost of road preservation and reactive repairs has risen by around 20%. Consequently, the actual amount of road maintenance carried in 2023/24 will correspondingly reduce and that will lead to poorer condition roads.

The extra money for road maintenance announced during the Spring Budget is welcome but the level of DfT funding is still lower than 2021 when the HAMP document was adopted, even before hyper-inflation is applied.

I hope this helps to explain the position.

Yours sincerely

David Brazier

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